

# **COMMUNITY PROFILE**

## **INTRODUCTION**

Florida's adoption of growth management began in 1972 with two land use programs within Chapter 380, Florida Statutes (the Environmental Land and Water Management Act) -- Section 380.05, F.S. to protect Areas of Critical State Concern through state designation; and Section 380.06, F.S. to regulate developments of regional impact through regional and state oversight.

Growth management was institutionalized during 1984-1986 with the creation of The Local Government Comprehensive Planning and Land Development Regulation Act (Ch. 163, Part II, F.S.) – also known as Florida's Growth Management Act. This legislation established Florida's growth management system as we know it today. A main element of this system requires all of Florida's 67 counties and more than 400 municipalities to adopt *Local Government Comprehensive Plans* that guide future growth and development.

Comprehensive plans contain chapters, or "elements," that address future land use, transportation, housing, coastal management, conservation, recreation and open space, general infrastructure (sanitary sewer, solid waste, drainage, potable water and natural groundwater aquifer recharge), historic preservation, public schools, intergovernmental coordination, and the funding and programming of capital improvements.

This update to Boca Raton's comprehensive plan further refines the City's growth management policy tools, ensuring Boca Raton's status as a highly desirable location to live and work into the future. The amendments included in this update are based on the 2005 Evaluation and Appraisal Report (EAR) for the currently-adopted 1989 Boca Raton Comprehensive Plan (1996 EAR-Based Amendment, February 25, 2005 with text updates through February 28, 2006).

The following community profile provides an overview of Boca Raton's growth management philosophy and the principal strategies it will employ to achieve the goals, objectives and policies that define the City's vision for future growth.

## **BACKGROUND, HISTORY AND SPECIAL FEATURES OF BOCA RATON**

The City of Boca Raton is a municipal jurisdiction of approximately 29 square miles located within Palm Beach County, Florida. Boca Raton is bordered by the Town of Highland Beach, the City of Delray Beach, and unincorporated Palm Beach County to the north; unincorporated Palm Beach County to the west, the City of Deerfield Beach (in Broward County) to the south, and the Atlantic Ocean to the east.

Boca Raton serves as a major regional destination, with more employment (90,000 jobs) than population (86,373 residents). Reflecting its rich array of higher education and health care opportunities, the downtown, beaches, parks, and shopping opportunities, Boca Raton receives a substantial influx of commuters and visitors every day.

Construction of the Florida East Coast Canal (today's Intracoastal Waterway) and the Florida East Coast Railway during the 1890's preceded incorporation, at the height of the Florida land boom, of Boca Raton

in 1925. Addison Mizner, a noted architect during this time, envisioned a plan to transform the town into a world-class resort community. The Cloister Inn, an exclusive hotel designed by Mizner as part of this effort, was completed in 1926 and exists today as the Boca Raton Resort and Club, a city landmark.

Although many of his plans for the emerging community were shelved due to the demise of the land boom in 1926, some of Mizner's work can be seen today. Old Town Hall, completed in 1927, still bears the original footprint of the Mizner design. Today, the restored Town Hall is the home of the Boca Raton Historical Society.

Mizner's Mediterranean architectural style continues to influence the city, as is evidenced in the design of Mizner Park. This 30-acre downtown mixed-use urban village incorporates public park facilities, as well as mixed use residential, retail and office development. Cultural amenities included in Mizner Park's design include the Boca Raton Museum of Art, and the Count de Hoernle Amphitheater.

Mizner Park is the centerpiece of an overall redevelopment strategy for downtown Boca Raton. Created by the Boca Raton Community Redevelopment Agency and the City of Boca Raton, the strategy's objectives are to:

- Give people a reason to go Downtown;
- Eliminate infrastructure problems within the redevelopment area; and
- Eliminate impediments to redevelopment through the Downtown Development Order.

Boca Raton has created a Community Redevelopment Area (CRA) for its downtown. This downtown redevelopment area is delimited to the north by the northernmost edge of Mizner Park; to the east, by NE and SE 5<sup>th</sup> Avenue; to the south, by the Camino Real/Dixie Highway intersection; and to the west, by Dixie Highway. The CRA was established in 1982, and at the time, was characterized by uneven development, and a myriad of commercial (and even some industrial) uses.

In some areas, multiple ownership and small parcels flourished, while in other downtown areas several large parcels had been consolidated. As a whole, the area was developed at a very low intensity. Some parcels had small buildings with no parking, others had some surface parking, and a few larger buildings had vast surface parking lots. A significant number of parcels had no development at all.

Although the downtown development area was approved in 1982, little development or redevelopment occurred between 1982 and 1986. In 1986, the Boca Raton Community Redevelopment Agency initiated work on a Downtown Development of Regional Impact (DDRI), and in 1988, the City approved a DDRI Development Order for the entire downtown. The DDRI Development Order provided for, and encouraged, mixed-use development in the downtown area.

In 2007, the City completed a major update of its downtown master plan that will guide the area's development over the next 20 years. Completion of the Downtown Master Plan Update not only demonstrates the City's commitment to the area as a centerpiece of the community, but also as a transportation hub that provides multi-modal accessibility to the greater south Florida region.

In 1961, Boca Raton welcomed the establishment of Florida Atlantic University, the fifth university in the state system. Originally an upper-division and graduate campus, in 1984 FAU admitted its first freshman class and became a four-year institution. Today, the institution has expanded to seven campuses across south Florida with a total enrollment of 26,000. Among the FAU student body, 137 countries, 47 states, and the District of Columbia are represented. In 2004, FAU launched its medical school program in conjunction with the University of Miami (UM). Medical students spend the first two years of their education at the Boca Raton campus before transferring to Miami for rotations, and receiving their degree from UM.

Boca Raton enjoys a level of parkland development and recreational amenities not commonly found among south Florida communities. The City's extensive beachfront parks and numerous district, community and neighborhood parks are valuable community assets, and are heavily used throughout the year. The Gumbo Limbo Nature Center, adjacent to Red Reef Park, is a coastal and marine preserve that serves to increase public awareness of coastal and marine ecosystems through research, education, preservation and conservation.

The private sector also provides extensive, high-quality recreation opportunities, including numerous tournament-caliber golf courses and tennis facilities, as well as aquatic centers and athletic clubs.

Perhaps because of the signature, Mediterranean architectural style of Boca Raton, as well as its natural beauty, the civic leadership of the City has historically placed a premium on well-thought design and placement of development (or redevelopment) within the City. As such, the City was one of the originators of comprehensive zoning, or planned-unit development (PUD). The City's sign ordinance, initiated in the late 1960's, gives the city a unique, uncluttered look that limits commercial intrusion into landscaping and streetscapes.

## **BOCA RATON'S SUSTAINABLE VISION for the FUTURE**

Boca Raton's guiding principle for future growth can be stated in one word -- Sustainability. Environmental experts use the concept of sustainability to describe the ways that communities are designed, built and operated so that they use energy and natural resources efficiently and equitably. Put another way, sustainability describes growth management principles and practices that provide for the needs of the present, without compromising the ability of future generations to meet their own needs. Sustainable communities conserve energy, protect the environment, use renewable materials, safeguard water resources, and preserve open space while providing for economic development and an enhanced quality of life. Sustainable growth principles and practice are often referred to as being "green."

Historically, the City of Boca Raton has been a leader in community sustainability. The City Council is committed to reducing air pollution and greenhouse gas production, conserving energy, protecting native wildlife, preserving environmentally sensitive land, conserving water resources, and providing educational programs that empower citizens and businesses to share the responsibility for environmental stewardship.

With only just over 3% of its land vacant<sup>1</sup>, Boca Raton is largely built-out, and has little room to grow. As such, the City has no choice but to accommodate its inevitable redevelopment in a sustainable fashion. That is to say, in a manner that logically concentrates redevelopment around several distinct nodes, characterized by a mix of commercial and residential land uses, with mobility needs served primarily by alternative transportation modes (i.e., those other than the single-occupant automobile).

The following section summarizes the keystone of Boca Raton's future planning efforts. This planning tool employs transportation and land use planning strategies in parallel fashion, framing the City's sustainable growth vision by providing for the accommodation of future residents and employment, protection of natural resources, and maintenance of Boca Raton's high quality of life for the years to come.

### **The Boca Raton Mobility Strategy**

#### **Background**

As with most municipalities in South Florida, growth in and around Boca Raton has been significant, and largely dependent on the automobile to meet mobility needs. This has led to increasing traffic congestion, diminishing the quality of life for city residents, employees, and visitors. With more jobs (90,000) than residents (86,373), Boca Raton serves as a major regional employment destination, as well as one for visitors.

The traditional strategy to address resulting traffic congestion, consistent with Palm Beach County's transportation concurrency system, has been to increase roadway capacity and only approve development where enough roadway capacity exists to carry the traffic generated by new development. There are two main problems with this approach.

First, Florida's traditional transportation concurrency system has had the unintended consequence of pushing development away from existing developed areas, and sprawling into largely undeveloped open land where adequate roadway capacity exists. As the open land developed largely as single-use, residential communities with few jobs or retail opportunities, an increasing number of drivers continued to travel on roadways leading to the older, developed areas to access jobs and services.

Over time, this approach has eroded the once-plentiful roadway capacity that existed on the urban fringe, resulting in increased traffic congestion, vehicle trip lengths, automobile dependence, and air pollution. This approach also promotes the widening of fringe arterial roadways over increasing the connectivity of existing roads – which also increases vehicle capacity, as well as reduces trip lengths, and enables walking and bicycle travel.

A second problem relates to the financial, physical and political unsustainability of meeting the needs of projected traffic growth through providing roadway capacity. With no clear strategy to keep up with traffic growth, the City identified the need to shift direction and began designating roads as

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<sup>1</sup> 2005 City of Boca Raton Comprehensive Plan Evaluation and Appraisal Report

“constrained,” rather than continuing to increase capacity. This shift in direction coincided with public opposition to several road widening projects due to the potential effect they would have on the character of neighborhoods.

Officials, staff and citizens of Boca Raton have since consistently resisted further road widening and have been willing to tolerate more congestion in favor of maintaining and enhancing Boca Raton’s historic buildings and vibrant community and neighborhood character.

Thus, there is a direct conflict between the desire for Boca Raton to serve as a major regional center, and community distaste for the roadway widening, necessary under traditional concurrency, to meet the local and regional travel needs of development commensurate with a major regional center. Unless the City takes an alternative approach to transportation concurrency, it will be unable to accommodate desirable and appropriate development and redevelopment due to failing roadway levels of service.

While the City will continue working with county, state and regional agencies to strategically widen roads where appropriate, the City is now looking towards alternative strategies to address its transportation challenges through an approach that better reflects overall community goals for sustainability.

This approach is embodied in the “Major Issue” identified in Boca Raton’s 2005 Comprehensive Plan Evaluation and Appraisal Report:

“[To address] the impacts of urban growth and redevelopment through the establishment of an innovative system that enhances mobility by linking local and regional transportation networks, incorporating alternative transportation modes, and promoting traffic management.”

Formulation of this approach as adopted policy presents the City with a tremendous opportunity to take a different and more proactive multi-modal approach to meeting its mobility needs that better fits local land use and redevelopment objectives.

Boca Raton’s mobility strategy is based upon focusing growth within core areas while protecting the character of existing single family neighborhoods. The Citywide mobility strategy proposes five (5) planning areas, as shown on the Planning Area Map, each centered on a Planning Area Center.

- Northwest Planning Area (Arvida Park of Commerce/Boca Technology Center/Tri-Rail station);
- Northeast Planning Area (North Boca Village/Federal Highway);
- Central Planning Area (Florida Atlantic University/Boca Raton Community Hospital);
- Southeast Planning Area (Downtown Boca Raton/Boca Raton Resort and Club); and
- Southwest Planning Area (Town Center Mall/Boca Center/Arvida Executive Center)

The boundaries of the five planning areas were selected to encompass surrounding residential areas that fall within the same “travel-shed” as the Planning Area center. In this way existing residents can also benefit from the increased mobility options in the City.

Mobility strategies for each subdistrict need to provide connections that address three geographically distinct types of travel:

- Connections within each planning area between residential areas and the non-residential centers;
- Connections between the transportation hubs in the center of each of the five planning area; and
- Connections from Boca Raton’s regional transportation hubs to significant locations outside of the City.

There are several initiatives currently underway that address these connectivity needs within the Planning Areas:

- The South Florida Regional Transportation Authority’s completion of the DoubleTrack Corridor Improvement Program has significantly increased Tri-Rail capacity by allowing trains to operate on 20-minute headways during peak travel periods.
- FDOT is currently investigating passenger rail opportunities on the Florida East Coast (FEC) corridor to the east of the existing Tri-Rail corridor. The FEC line could potentially accommodate additional heavy commuter trains, local light rail service, or bus rapid transit service. Potential station locations in Boca Raton have been identified at Palmetto Park Road, Glades Road, Northwest 20<sup>th</sup> Street and Yamato Road.
- A proposed bus rapid transit route along Glades Road and the proposed addition of a local Boca Raton shuttle route network will further enhance connectivity between regional and local transit systems, as well as reduce trips on the regional roadway network.
- Proposed major roadway improvements include widening I-95 to 10 lanes, widening Glades Road to 8 lanes, widening Palmetto Park Road west of Military Trail to 8 lanes, and widening Florida’s Turnpike from 6 to 8 lanes.

I-95 and Florida’s Turnpike are designated by FDOT as Strategic Intermodal Facilities. As such, adverse traffic impacts on these facilities must be mitigated by the City.

#### The Boca Raton Mobility Strategy - A Better Quality of Life

Implementation of a strategy for enhanced mobility within the City of Boca Raton will result in an overall improvement in the quality of life for Boca Raton’s citizens. The land development and mobility options provided with this concept will allow Boca Raton to continue to thrive as it continues to grow. Concentrating mixed use development, social amenities and attractions within the core protects the character of the City’s existing single-family neighborhoods, while providing focal points for community life. Increasing

opportunities for multiple modes of transportation and promoting transit oriented design in development fosters a more walkable, self-contained City. Less time spent in traffic congestion, realized from implementation of the variety of mobility options, will mean more productive time spent by residents. The mobility strategies the City is embarking upon will reduce short-distance, in-town trips, which help minimize air and water pollution, as well as energy consumption – and will further strengthen Boca Raton’s commitment to sustainable growth.

### **Additional Sustainability Initiatives**

Project IRIS: Boca Raton was one of the first communities in Florida to develop a reclaimed water system. Reclaimed water is recycled wastewater that has been highly treated, filtered, disinfected, and then used for the irrigation of landscaped areas. The City’s In-City Reclamation Irrigation System (IRIS) water is “reclaimed” at the City’s Glades Road Utility Services Complex.

Currently, IRIS produces 5 to 6 million gallons of reclaimed water per day, saving the City almost 2.2 billion gallons of fresh water every year. Benefits of using reclaimed water include:

- Less expensive than potable water;
- Available even during drought conditions;
- Assists in groundwater recharge;
- Provides healthier landscapes, as reclaimed water contains beneficial nutrients;
- Conserves fresh drinking water; and
- Is a renewable resource.

Biosolid to Fertilizer Conversion: Boca Raton is constructing a facility that will transform wastewater biosolids, the nutrient-rich organic material produced at the City’s Wastewater Treatment Facility, to an environmentally-sound agricultural fertilizer. In partnership with the Palm Beach County Solid Waste Authority and other municipalities, the facility will use a high temperature process to turn the wastewater biosolids into environmentally-friendly fertilizer pellets for beneficial reuse.

Green Buildings: “Green buildings” is the commonly used term for buildings that have increased the efficiency of the resources used in their construction and operation, as well as reducing the impacts of the buildings on human health and the environment. Green buildings minimize the use of non-renewable resources, while increasing the use of recycled materials. Green buildings are designed and constructed to increase the efficiency of water use and energy consumption.

New or existing buildings that meet specific criteria can be certified by the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED). The City is a member of the U.S. Green Building Council, and is currently reviewing incentives for new or renovated LEED Certified buildings. Possible incentives range from expedited plan review to development fee reductions.

There are a number of LEED-certified buildings currently being constructed within the City. By 2010, all new building permits for all new City buildings are required to be LEED certified.

Tree City, U.S.A.: For 27 years, Boca Raton has been certified as a Tree City, U.S.A. by the National Arbor Day Foundation. Only five of the 129 Tree Cities in Florida have been certified for that long. In order to qualify for this certification, a city must have a viable tree management plan and program, including a tree care ordinance, a community forestry program of at least \$2 per capita, and an Arbor Day observance.

Programs that Reduce Boca Raton's "Carbon Footprint": A carbon footprint is a measure of the impact that human activities have on the environment. It is described by the amount of greenhouse gases that are produced by the activity and is measured in tons of carbon dioxide. The City of Boca Raton has implemented programs that reduce the carbon footprint of its operations. For example, the City has:

- Started using biodiesel fuel in the City's diesel vehicles, and has purchased five hybrid vehicles;
- Adopted a Transportation Demand Management (TDM) ordinance in 2002 that encourages the use of alternative modes of transportation other than the single occupant automobile;
- Implemented four (4) shuttle routes;
- Maintains a "Stage I Vapor Recovery" system at each City gas station;
- Replaced all of the conventional, incandescent light bulbs in City traffic lights with light-emitting diodes (LEDs), reducing energy consumption by almost 90%;
- Installed energy-efficient lighting fixtures in City buildings;
- Installed computerized irrigation systems that measure precipitation and soil moisture, setting the irrigation timers accordingly; and
- Switched to recycled paper.

Recycling: The Boca Raton recycling program has received recognition at local, state, and federal levels. The City was one of the first in South Florida to have a recycling program, and it is one of the longest-running programs of its kind. In 2009, the City also initiated recycling throughout City Hall, four community parks and other city facilities.

Increased public awareness of environmental concerns led to the establishment of the City's recycling program in the 1970s. Starting with a contract outsourcing a company to collect newspaper from City homes, it has since expanded to a City-run program that, in addition to newspaper, collects glass, cartons, magazines, plastics, corrugated cardboard, catalogs, aluminum, and telephone books.

The City collects and transports the recyclables to the Palm Beach County Solid Waste Authority (SWA) Facility. Every year since the City began collecting and transporting recycled material to the SWA Facility, Boca Raton has delivered more recyclable material than any other municipality in Palm Beach County.

Clean-Up Programs: The City of Boca Raton sponsors or partners with civic organizations on a number of clean-up programs throughout the City, including those for the beaches, waterways, and neighborhoods, as



well as programs that remove invasive, non-native species of trees and bushes. Additionally, the City manages facilities for residents to dispose of a wide variety of hazardous household waste.

## **CURRENT CONDITIONS IN THE CITY OF BOCA RATON**

Current land use in Boca Raton includes a mixture of residential, commercial, industrial, institutional, and recreational uses. In 2003, the City annexed approximately 922.88 acres, consisting of 218.46 acres of commercial and 704.52 acres of residential land. In 2004, an additional 245.37 acres of residentially designated land was annexed. With the inclusion of approximately 226.5 acres of rights-of-way and canal easements, a total of 1,394.75 acres was annexed to the City. These annexations increased the size of the City to approximately 29 square miles.

There is little vacant land left within the City. **Table CP-1** summarizes the amount of vacant and developable land in the City by future land use category, at the time of the 2005 EAR:

**Table CP-1: City of Boca Raton – 2005 Vacant and Developable Land by Future Land Use Category**

<b><u>Future Land Use Category</u></b>		<b><u>Vacant Land (Acres)</u></b>	<b><u>Total Land (Acres)</u></b>	<b><u>% Vacant</u></b>
<b><u>Residential</u></b>	<u>RSU Semi-Urban</u>	<u>0.00</u>	<u>293.31</u>	<u>0.00%</u>
	<u>RL Low</u>	<u>130.12</u>	<u>6527.66</u>	<u>1.99%</u>
	<u>RM Medium</u>	<u>30.39</u>	<u>759.06</u>	<u>4.00%</u>
	<u>RH High</u>	<u>11.06</u>	<u>606.47</u>	<u>1.82%</u>
<b><u>Commercial</u></b>	<u>C</u>	<u>36.47</u>	<u>728.43</u>	<u>5.01%</u>
	<u>CN</u>	<u>0.21</u>	<u>4.48</u>	<u>4.67%</u>
<b><u>Industrial</u></b>	<u>IG General</u>	<u>4.16</u>	<u>247.09</u>	<u>1.68%</u>
	<u>IL Light</u>	<u>146.45</u>	<u>981.43</u>	<u>14.92%</u>
	<u>IM Manufacturing</u>	<u>28.53</u>	<u>333.91</u>	<u>8.54%</u>
<b><u>Public/Private Institutional</u></b>	<u>PI Institutional</u>	<u>77.74</u>	<u>1641.36</u>	<u>4.74%</u>
	<u>PR Recreation/Open Space</u>	<u>25.80</u>	<u>1296.38</u>	<u>1.99%</u>
	<u>N Conservation</u>	<u>0.00</u>	<u>410.27</u>	<u>0.00%</u>
<b><u>Annexed Areas</u></b>	<u>Residential – 3</u>	<u>0.00</u>	<u>18.48</u>	<u>1.23%</u>
	<u>Residential – 5</u>	<u>0.00</u>	<u>169.17</u>	<u>0.00%</u>
	<u>Residential – 8</u>	<u>0.00</u>	<u>703.36</u>	<u>0.00%</u>
	<u>Residential – 12</u>	<u>0.00</u>	<u>47.91</u>	<u>0.00%</u>
	<u>CH/8 Commercial</u>	<u>0.00</u>	<u>217.60</u>	<u>0.00%</u>
	<u>U/T Utility</u>	<u>0.00</u>	<u>11.25</u>	<u>0.00%</u>
<b><u>Central Business District (CBD)</u></b>		<u>2.71</u>	<u>220.60</u>	<u>0.00%</u>
<b><u>TOTAL</u></b>		<b><u>493.64</u></b>	<b><u>15,218.22</u></b>	<b><u>3.24%</u></b>

**Future Land Use:** ~~Implementing the Boca Raton mobility strategy necessitates the creation of a new land use designation -- MU Mixed Use District. The A new MU Mixed Use land use designation was established in 2006 as a land use planning tool for the Northeast Planning Area. The Mixed Use designation provided for a new zoning district, the Village Center district, and new regulations designed to foster appropriate density, intensity and form to allow transit, bicycling, and walking to become viable options to~~

the automobile in meeting mobility needs for a portion of the Northeast Planning Area. Its creation represented a significant land use policy evolution from the currently-adopted Comprehensive Plan.

In order to implement the Boca Raton mobility strategy, as proposed, an additional Future Land Use designation, Planned Mobility, PM, is proposed.

The Planned Mobility designation is intended for development which enhances and improves mobility and promotes the efficient use of infrastructure and services through the use of innovative design and development techniques while respecting and complementing the character of existing adjacent neighborhoods and natural areas.

Planned Mobility designation areas may vary in size, scale, type, intensity, mix of uses and site design, and may incorporate, in addition to those permitted and conditional uses authorized by the underlying zoning district regulations in effect on \_\_\_\_\_, the date of adoption of ordinance 5144, a range of uses such as commercial, office, financial institutions health care, residential, hotel, recreational, educational, community and cultural facilities. Although some developments may be composed of a single type of use, a mixture of land uses is specifically encouraged.

Planned Mobility designation areas shall be located and designed so as to create vibrant areas, promote convenience, reduce travel distance and conserve energy. To help achieve these objectives, the City's land development regulations shall include standards encouraging mixed-use development, multi-modal public transit facilities, pedestrian-oriented amenities, shared parking, high quality building and site design, and other features that foster livability, sustainability, community identity and civic pride.

Site design standards may be modified in order to respond to specific site conditions. Although flexibility of uses and design standards is encouraged, protecting and enhancing the character of existing adjacent neighborhoods and natural areas will be important factors in determining the appropriate mix of uses, design standards, and other characteristics of the area and the development planned therein.

The location and size of Planned Mobility designation areas in the City shall be based on the existing and planned availability of thoroughfares, mass transit and other public facilities as well as the intended market area. The following factors shall be among those considered when designating Planned Mobility areas and when establishing land development regulations to implement Planned Mobility development:

Location and spacing. An analysis of land use compatibility with surrounding uses, both existing and planned, distance from other Planned Mobility designations, transportation access; and potential impacts to natural areas.

Transportation. An analysis of the transportation systems serving and affected by the proposed mobility designation. Transportation systems include access and connectivity for transit, pedestrians, cyclists, water transport, and those with special needs, as well as automobiles.

Overall Market Need. Designation of Planned Mobility areas and creation of or amendment to land development regulations to implement planned mobility development shall specifically take into account citywide needs for the various types and amounts of uses to be permitted. Regulations for development of land under the PM future land use category should be

implemented in a manner that will minimize detrimental impacts on existing uses and/or the development and redevelopment of such uses in other areas of the City. A market study shall be required to demonstrate market demand and economic potential for a proposed Planned Mobility designation and/or the establishment of land development regulations to implement planned mobility development. The market study should include data and analysis concerning the existing, planned, and approved supply of the uses within the market area and citywide, including such factors as occupancy patterns and trends, and the present and future demand for the types and mix of uses proposed. Amendments to existing land development regulations to implement planned mobility development, including those areas zoned LIRP on the date of adoption of these amendments to the Comprehensive Plan, shall be considered in the context of existing regulatory history and with due regard for the integrity of residential and other commercial areas of the City, in particular the mixed use area of the downtown. Any such amendments should provide sufficient flexibility to address planned mobility development needs effectively, but existing zoning district regulations should be considered, and any changes should be justified by a market study and considered in light of the impacts discussed above.

**Transportation:** Implementing the Boca Raton mobility strategy also represents a major change in how the City evaluates transportation concurrency. To date, transportation concurrency reviews have been based on the existing Palm Beach County Traffic Performance Standards Ordinance, which the City of Boca Raton has adopted. As such, the transportation impact of proposed development was only evaluated based on the development's potential impact on roadway capacity.

Adoption of quality of service (QOS) performance measures for transit, bicycle, and pedestrian modes (as well as street connectivity) demonstrates the City's commitment to making alternative transportation choices viable by:

- Encouraging developers, through adopted City policy, to mitigate the transportation impact of their projects by constructing or contributing to the construction of infrastructure that supports alternative modes, rather than just additional roadway capacity.
- Relying on an evaluation framework (the multi-modal QOS) to evaluate, over time, the quality of travel experience for alternative transportation modes within the City, rather than just the automobile.

Detailed language establishing the transportation planning policies established in support of the City's mobility strategy is documented within the Transportation Element.

#### Current Practice

The proposed mobility strategy enables the City to take a more systematic approach to the capital programming of alternative transportation improvements within the City's Capital Improvements Program (CIP). Currently, alternative modes are recognized within the transportation concurrency evaluation process through County and City concurrency exemptions if a development is designed with "transit-oriented" elements. The City's Comprehensive Plan specifically permits this exemption solely for not-for-profit medical facilities, while the County's Comprehensive Plan does not limit this benefit to a specific use. Improvements to alternative modes of transportation are included in the City's CIP on an ad-hoc basis.

Boca Raton adopted a transportation demand management (TDM) ordinance in 2002 to encourage alternative modes of travel. And as mentioned previously, the City is establishing a shuttle system to serve Tri-Rail, FAU Research Park, City Hall and the Downtown area.

The City of Boca Raton semi-annually conducts traffic counts throughout the City to track peak-hour and daily volumes during the peak and off-peak seasons. The City documents the peak season level-of-service on all thoroughfares to identify congested facilities. Based on the data collected, the City annually identifies roadway and intersection improvements for inclusion in the CIP.

The City provides current and future land use and socioeconomic data to the Palm Beach County Metropolitan Planning Organization (MPO) for use in developing regional transportation plans. Traffic studies are required for all proposed land use changes and, if needed, mitigation is provided to ensure the adopted roadway level-of-service standards are met.

**Housing:** In 1996, Boca Raton's population was comprised of 64,602 permanent residents. By 2005, the population had increased to 85,377 permanent residents, an increase of 32 percent, including the population gained from the 2003 and 2004 annexations.

While population growth in Boca Raton, and indeed in the region and Florida as a whole, has slowed, it is reasonable to expect that the City's population will still grow over the long term. By 2013, the population is expected to increase to 87,428. By 2020, the total permanent resident population is projected to be 91,942.

As Boca Raton's population increased during the 1990's, so did its number of residential units, from 32,962 to 37,547. About 11 percent of housing units were designated in the 2000 Census as being for "seasonal, recreational, or occasional use." Of occupied units, 24.4 percent were renter-occupied, with 75.6 percent being owner-occupied. As a result of annexation, 4,292 (primarily multi-family) units were added to the total. Approximately 94 percent of these units are occupied, six percent are vacant.

According to 2000 Census statistics, more than 90 percent of the City's housing stock has been added since 1960. 474 building permits, for 1,135 housing units were issued from 2000 to 2004. The majority of the 4,292 units added by annexation were built after 1980. Overall, as of 2005, about 75 percent of Boca Raton's housing units were built since 1970.

The Citywide median housing value of owner-occupied units was \$230,000 according to the 2000 Census. The median value ranges from \$82,900 in the block group containing the New Pines area, to \$703,800 in the block group east of Dixie Highway, south of Palmetto Park Road, and west of the Intercoastal Waterway.

The 2000 Census also showed that housing costs in Boca Raton (average value: \$230,200) are considerably higher than in Palm Beach County as a whole (average value: \$135,000). The same held true for renters, with monthly gross rent in Boca Raton averaging \$847, while this value was \$739 for the whole of Palm Beach County.

**Conservation:** Boca Raton lies on the flat eastern coast of the Florida peninsula, and consequently the elevation of most of the land in Boca Raton is between five and twenty feet above mean sea level. Small areas along the Atlantic Coastal Ridge, which runs north and south between Fourth Avenue and Second Avenue, lie slightly above twenty feet above mean sea level. The area adjacent to the El Rio Canal in the southern part of the City, the areas immediately adjacent to the Intracoastal Waterway, and a small area north of 20<sup>th</sup> Street and east of the El Rio Canal all lie between zero and five feet above mean sea level.

Boca Raton's abundant natural assets add greatly to its quality of life. Protection and conservation of natural resources is a priority for the City. Conservation efforts are centered on three main goals:

- To conserve, protect, and appropriately use and/or acquire unique natural habitats and ecological systems;
- To restore degraded natural systems to a functional condition; and
- To conserve, appropriately use and protect fisheries, wildlife, wildlife habitat, and marine habitat.

In 1991, a bond was issued to purchase a majority of the available parcels that were designated as environmentally sensitive lands. To date, the City has used this resource to purchase approximately 368 acres of these lands, designating them as Preserve areas:

- Cypress Knee Slough Preserve – acquired 1992, 28.0 acres
- Gopher Tortoise Preserve – acquired 1995, 8.5 acres
- Rosemary Ridge Preserve – acquired 1993, 7.25 acres
- Serenoa Glades Preserve – acquired 1992, 9.0 acres
- Blazing Star Preserve – acquired 1997, 24.14 acres
- Yamato Scrub Preserve – acquired 1997, 212.0 acres
- Pondhawk Preserve – acquired 2002, 77.8 acres

**Coastal Management:** As is true regarding the City's other natural resources, Boca Raton's Atlantic coastline is a precious natural resource. The goal of the City's coastal management initiative is to restrict development activities that would damage or destroy this resource, and protect human life and limit public expenditures in areas subject to destruction by natural disasters.

**Recreation and Open Space:** The City of Boca Raton enjoys a robust system of parks and recreational amenities. Boca Raton's extensive natural beach parks, and numerous, well-designed district, community and neighborhood parks are among the City's most important assets, adding greatly to the quality of life for both residents and visitors.

Planning for adequate parkland and recreation space in Boca Raton is focused on three goals:

- To provide a well-rounded, functional, and aesthetic park and recreation system to satisfy the health, safety, and welfare needs of citizens and visitors of the City;

- To increase the efficiency of use, and reduce the overall cost of development of recreation facilities; and
- To provide a functional and aesthetic open space system to satisfy the health, safety, and welfare needs of the community.

Excluding community schools, Boca Raton has approximately 1,265 acres of developed parkland, making up 6.8 percent of the City's total area.

**Historic Preservation:** Boca Raton works actively to preserve its history by preserving its historical sites and districts. These assets are valued by the City, and will provide future generations an avenue to strengthen their attachment to home. City historians and archivists focus their activities around three goals:

- To identify, document, and preserve its prehistoric and historic resources;
- To educate and increase public awareness of the City of Boca Raton's lustrous heritage; and
- To ensure that Boca Raton's historic sites and districts remain vital parts of the community, and places where economic development can be fostered.

**Intergovernmental Coordination:** Boca Raton's location on the border between Palm Beach and Broward Counties gives it a unique window on the larger region. It straddles two media markets, Miami and West Palm Beach, along with being a critical job center in the larger region. The City strives to coordinate with all of the governmental entities having a bearing on city policy and practice in order to resolve intergovernmental issues and work cooperatively to solve common issues.

**Funding and Programming of Capital Improvements:** The City of Boca Raton prepares a Five-Year Capital Improvement Plan on an annual basis. All projects necessary to achieve or maintain the adopted level of service standards for transportation, potable water, sanitary sewer, recreation and open space, historic preservation, coastal management, sanitation, and public schools are documented in the Capital Improvement Element of the Comprehensive Plan, and included in the CIP. By resolution, the City Council formally adopts the City's Five-Year Capital Improvement Plan.

Annually, the City adopts an amended Capital Improvements Element, based on input from each department's Annual Infrastructure Report. Each department's Annual Infrastructure Report is a product of the City's concurrency management system, and documents to what degree each infrastructure element has or has not complied with its adopted level of service standard. Prior to inclusion in the CIP, each project recommended to mitigate deficiencies identified in the Annual Infrastructure Report is reviewed and evaluated. The CIP also includes the recommended funding source for each project over the five-year timeframe. Sources of CIP funding include general fund revenues, bonds, grants, developer contributions, utility assessments, user fees and various other funding sources available to the City.

The 2005 Evaluation and Appraisal Report of Boca Raton's 1996 Comprehensive Plan determined that revenues should be adequate over the long-term to fund needed facilities. However, Florida voters approval in 2007 of "Proposition 1," an initiative to roll back property taxes, has clearly made this finding

less optimistic. Additionally, the larger financial crisis beginning September 2008 has affected the outlook for future revenue.

Currently, the City has one of the lowest property tax rates for a full-service City. No matter the economic environment, future annexations are likely only if the revenues generated by the annexed areas exceed the cost of providing services. The City believes that it will continue to collect adequate funding from the general fund, bonds, developer contributions, utility assessments, user fees, gasoline taxes, state revenue sharing, the 1/2-cent sales tax, and various grants, to fund future infrastructure needs.

## **GLOSSARY OF FLORIDA GROWTH MANAGEMENT TERMS AND ACRONYMS**

**Adaptive Use:** The process of converting a building to a use other than that for which it was originally designed.

**Adoption Hearing:** A hearing held by the local governing body to formally adopt a proposed comprehensive plan amendment after the Department of Community Affairs has officially reviewed the proposal.

**Advisory Board:** Appointed by a City to advise it on certain matters; usually comprised of volunteer citizens.

**Advisory Council on Historic Preservation:** A federal agency that includes cabinet rank officials and presidentially-appointed civilian members to advise the President and Congress on matters pertaining to history to historic preservation and assist federal departments and agencies in observing their preservation responsibilities.

**Ad Valorem (tax):** Latin phrase meaning “to the value of” and used inter-changeably with the term property tax; the largest tax source for city and county government in Florida.

**Annexation:** How a municipality expands its physical boundaries, and how a property owner in the unincorporated area becomes part of an incorporated area; covered by Ch. 171, Florida Statutes.

**Archaeological Site:** A location that has yielded or may yield information on history or prehistory. An archaeological site contains physical remains of the past. An archaeological site may be found within archaeological zones, historic sites, or historic districts.

**Archaeological Zone:** A geographically defined area, designated pursuant to this section, which may reasonably be expected to yield information on local history or prehistory based upon broad prehistoric or historic settlement patterns.

**Building:** A structure created to shelter any form of human activity. This may refer to a house, barn, garage, church, hotel, packing house, or similar structure. Buildings may refer to a historically or architecturally-related complex, such as a house or jail, or a barn.

**Bureau of Economic and Business Research (BEBR):** An applied research center at the University of Florida whose mission is to collect, analyze, and generate economic and demographic data in Florida; provides Florida’s official City and County population estimates and County population projections.

**Capital Improvement:** Land, improvements to land, structures (including design, permitting, and construction), and initial furnishings and selected equipment. Capital improvements have an expected useful life of at least three years. For the purposes of the Comprehensive Plan, “capital improvements” shall also include the cost of transit operations.

**Capital Improvement Plan (CIP):** Local government document outlining several years of long-term planning, usually related to infrastructure.



**Category of public facilities:** A specific group of public facilities, as follows:

Category A public facilities: are multi-modal transportation facilities (e.g. arterial and collector roads, sidewalks, bike lanes, shared use pathways/trails, and transit infrastructure and operations), stormwater management, potable water, sanitary sewer, solid waste, and parks and recreation facilities owned or operated by the City of Boca Raton, all of which are addressed in other elements of this Comprehensive Plan.

Category B public facilities: are libraries, correctional, emergency medical service, fire service and other government facilities owned or operated by the City of Boca Raton.

Category C public facilities: are Strategic Intermodal System (SIS) transportation facilities and Transportation Regional Incentive Program (TRIP) facilities, stormwater management, potable water, sanitary sewer, solid waste, and parks and recreation facilities and public school facilities owned or operated by Federal, State, and county governments, independent districts, the School District of Palm Beach County, and private organizations.

Category D public facilities: are public health facilities owned or operated by Federal, State, and county governments, independent districts, and private organizations.

**Coastal High Hazard Area (CHHA):** An area of special flood hazard, generally defined by the Federal Emergency Management Agency (FEMA), but more specifically defined by Florida Statutes (Section 163.3178, F.S.) to include the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

**Code:** The body of ordinances for a city or county; often codified regularly to make sure all ordinances are consistent with one another.

**Council:** Elected body of a county or municipal government; also used to refer to the elected board members.

**Concurrency:** State law requiring that infrastructure be in place before development occurs; features prominently in city and county comprehensive plans. In other states, is commonly known as an “Adequate Public Facilities Ordinance”.

**Community Redevelopment Agency (CRA):** A local Florida agency charged with implementing Community Redevelopment Plans that specify projects and programs within a defined district, funded through tax-increment financing, meant to eliminate slum and/or blighting conditions within the district over a defined period of time.

**Data Inventory and Analysis (DIA):** The portion of the local government comprehensive plan containing the data and analyses used to support the adopted goals, objectives, and policies.

**Demolition:** The complete removal of an improvement, or any part thereof.

**Dense Urban Land Area:** A designation created pursuant to Section 163.3164 that includes the following areas: (1) A municipality that has an average of at least 1,000 people per square mile of land area and a minimum total population of at least 5,000; (b) a county, including the municipalities located therein, which has an average of at least 1,000 people per square mile of land area; or (3) a county, including the municipalities located therein, which has a population of at least 1 million.

**Development:** Construction activities that alter the ground (see Section 380.04, Florida Statutes).

**Development Order:** Any order granting, denying, or granting with conditions an application for a building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of the City having the effect of permitting the development of land.

**Development of Regional Impact (DRI):** Large scale developments which, because of their character, magnitude or location, would have a substantial effect upon the health, safety, or welfare of citizens of more than one county (see Section 380.06, Florida Statutes).

**Element:** Sections of a local comprehensive plan that individually deal with capital improvements, future land use, transportation, sanitary sewer, drainage, potable water and natural groundwater aquifer recharge, natural resource conservation, recreation and open space, housing, coastal management, and intergovernmental coordination, and other topics at the discretion of the local government (see Section 163.3177, Florida Statutes).

**Evaluation and Appraisal Report (EAR):** Report on local comprehensive plan provisions needing updating and amending, prepared every seven years (see Section 163.3191, Florida Statutes).

**Federal Aviation Administration (FAA):** Responsible for the safety of civil aviation.

**Federal Emergency Management Agency (FEMA):** Agency of the United States government tasked with disaster mitigation, preparedness, response and recovery planning.

**Florida Atlantic University (FAU):** A public, four-year coeducational doctoral degree-granting university serving the southeast coast of Florida.

**Florida Department of Children and Families (DCF):** Formerly the Department of Health and Rehabilitative Services (HRS); Protects the vulnerable, promotes strong and economically self-sufficient families, and advances personal and family recovery and resiliency.

**Florida Department of Community Affairs (DCA):** The state land planning agency, as established by Florida Statutes.

**Florida Department of Environmental Protection (FDEP):** The lead agency in state government for environmental management and stewardship.

**Florida Department of Transportation (FDOT):** Provides a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

**Florida East Coast Railroad (FEC):** Operates 351 miles of mainline track along the east coast of Florida.

**Florida Fish and Wildlife Conservation Commission (FFWCC):** Powered by science-based leadership, whose mission is to create a sustainable and healthy future for Florida's fish, wildlife, water and habitat resources.

**Florida Power and Light (FPL):** Investor-owned utility company providing electric power throughout Florida, a national provider of electricity services.

**Florida Inventory of School Houses (FISH):** The report of permanent school capacity. The FISH capacity is the number of students that may be housed in a facility (school) at any given time based on using a percentage of the number of existing satisfactory student stations and a designated size for each program according to s. 235.15, Florida Statutes. In Palm Beach County, permanent capacity does not include the use of relocatable classrooms (portables).

**Future Land Use Map (FLUM):** Map showing categories of land included in a local comprehensive plan, often serves as a basis for plan amendments (see Section 163.3177(6)(a), Florida Statutes).

**Geographic Information Systems (GIS):** Computer-based systems capable of integrating different types of geological and demographic information. Used to create maps, and may show an area's natural and human-made resources, including soil types, population densities, land uses, transportation corridors, waterways, street patterns, mass-transit patterns, sewer lines, water sources, and utility lines.

**Greater Boca Raton Beach and Park District (BPD):** An independent special district of the State, with five board commissioners and taxing authority, serving the greater Boca Raton area.

**Goal:** A general statement identifying a long-term planning vision.

**Goals, Objectives, and Policies (GOPs):** The portion of a local governmental comprehensive plan that is adopted by ordinance, and which contains the framework for implementing the local government's vision for its future. A goal is a general statement identifying a long-term planning vision. An objective is a specific, action-oriented, measureable step demonstrating the means by which to achieve the goal. Policies outline programs, activities, and courses of action in support of particular objectives.

**Growth Management Act:** The popular name for the 1985 Local Comprehensive Planning and Land Development Regulations Act, which established Florida's process for adopting and amending local comprehensive plans and land development regulations (see Chapter 163, Part II, Florida Statutes).

**Historic District:** A geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, objects, or area, which are united by past events or aesthetically by plan or physical development. A district also may be comprised of individual resources which are separated geographically but are thematically linked by association or history.

**Historic Preservation Board:** A board of citizens created by local ordinance and charged with enforcing provisions of local laws governing historic districts and buildings.

**Historic Property or Historic Resource:** Any prehistoric or historic district, site, building, object, or other real or personal property of historical, architectural, or archaeological value. The properties may include, but are not limited to, monuments, memorials, Indian habitations, ceremonial sites, abandoned settlements, sunken or abandoned ships, engineering works, treasure trove, artifacts or other objects with intrinsic historical or archaeological value, or any part thereof, relating to the history, government, and culture of the state.

**Historic Site:** A single lot or portion of a lot containing an improvement, landscape feature, or archaeological site, or a historically related complex of improvements, landscape features or archaeological sites that may yield information on history or prehistory.

**Historic Survey:** A comprehensive survey involving the identification, research and documentation of buildings, sites and structures of any historical, cultural, archaeological or architectural importance.

**Impact Fee:** An optional fee that a local government may levy to require a developer to pay some or all of the costs of providing public services and facilities (such as roads, schools, and parks) to maintain the adopted level-of-service standards.

**Intergovernmental:** Affecting one or more governments; overlapping goals of more than one government; coordinated activities of more than one government; shared sources of revenues among governments.

**Interlocal Agreement:** An action between two governments, usually as an agreement for service, an exchange of funding or other legally binding agreement.

**In-City Reclamation Irrigation System (IRIS):** Project IRIS is the City of Boca Raton's water reclamation system, which utilizes highly treated wastewater for irrigation and other non-potable uses.

**Lake Worth Drainage District (LWDD):** Regulatory body with authority over water use.

**Land Development Regulations (LDR):** City or county ordinances that are adopted to implement the local comprehensive plan, or later amendments within a local government. (Also known as Land Development Code).

**Level-of-Service (LOS):** A measure of effectiveness associated with the specific amount of a public facility required to supply the needs of citizens to varying degrees of quality or satisfaction, relating to and defined by various local government functions (water, roads, parks, schools).

**Local Comprehensive Plan:** The document that the Growth Management Act requires of every local government in Florida to show where, when, and how development will occur in its community and how it will finance specified infrastructure needs.

**Local Comprehensive Planning and Land Development Regulations Act:** The official name for Florida's 1985 Growth Management Act, this establishes Florida's process for adopting and amending local comprehensive plans and land development regulations. (See **Growth Management Act**)

**Local Planning Agency (LPA):** The agency designated to prepare comprehensive plans or comprehensive plan amendments.

**Metropolitan Planning Organization (MPO):** A board of local elected officials from within a census-defined urbanized area that meets regularly to review and set priorities on transportation issues at a regional level.

**Mitigation:** A process, or set of procedures or projects, intended to reduce the effect of some harm or impact. For historic structures or sites, it is a process designed to prevent adverse impact of an activity on cultural resources, by the systematic removal of the prehistoric, historic, or architectural data in order to acquire the fundamental information necessary for understanding the property within its proper historic context. For structures, at minimum, this may require primary archival studies, informant interviews, measured drawings, and large scale photography. For archaeological sites, at minimum, this may require literature studies, informant interviews, field survey, excavation, and artifact analysis. All mitigation projects require the preparation of reports.

**Multi-modal Transportation System:** A transportation system that offers users diverse transportation options that are effectively integrated, in order to provide a high degree of accessibility for pedestrians, bicyclists and transit users, as well as for automobiles.

**Multi-modal Quality of Service (MMQOS):** Unlike traditional roadway level-of-service standards, MMQOS standards incorporate measures for the quality of pedestrian, bicycling, and transit facilities and service.

**National Historic Landmark:** Authorized in 1935 and implemented in 1960, a federal program that identifies sites and buildings of clearly national significance.

**National Register of Historic Places:** Established by Congress in 1935, the National Register of Historic Places is a listing of culturally significant buildings, structures, objects, sites, and districts in the United States. The listing is maintained by the U.S. Department of Interior.

**Notice of Intent (NOI):** The written decision of the Department of Community Affairs regarding whether a plan amendment is in compliance (see Section 163.3184, Florida Statutes).

**Object:** A material thing of functional, aesthetic, cultural, historical, or scientific value that may be by nature or design, movable, yet related to a specific setting or environment.

**Objections, Recommendations and Comments (ORC) Report:** A report that the Department of Community Affairs prepares and transmits to a local government if it reviews and identifies shortcomings in a local comprehensive plan amendment.

**Objective:** is a specific, action-oriented, measureable step demonstrating the means by which to achieve the goal.

**Palm Beach Community College (PBCC):** An accredited community college, by the Commission on Colleges of the Southern Association of Colleges and Schools, to award the Bachelor of Applied Science, Associate in Arts, Associate in Science and Associate in Applied Science degrees. As of 2010, known as Palm Beach State College.

**Palm Beach County (PBC):** One of the State's 67 counties, Palm Beach County is a Charter County. The voter-approved Palm Beach County Home Rule Charter became effective in 1985, gives the Board of County Commissioners the ability to create, through a local public hearing ordinance procedure, local laws that are not in conflict with or specifically prohibited by state general law or the Florida Constitution.

**Palm Beach County Department of Environmental Resource Management (DERM):** To establish, maintain, and implement programs for the protection, preservation, and enhancement of the land and water resources of Palm Beach County.

**Palm Beach Metropolitan Planning Organization (MPO):** Mandated by the Federal Highway Act of 1973 to provide a cooperative, comprehensive, and continuing transportation planning and decision-making process; encompasses all modes and covers both short-range and long-range transportation planning.

**Planning Area:** A geographically definable area that contains a mix of uses designed to maximize access by transit and nonmotorized transportation, with other features to encourage transit ridership. It includes design features that encourage cycling and walking, with adequate facilities and attractive street conditions. The streets within a Planning Area shall have good connectivity and traffic calming features to control vehicle traffic speeds.

**Planned Unit Development (PUD):** A staged plan for a parcel of land that is eligible for flexibility from zoning and subdivision regulations.

**Policy:** A statement that outlines programs, activities, and courses of action in support of particular objectives.

**Preservation:** The identification, evaluation, recordation, documentation, analysis, recovery, interpretation, curation, acquisition, protection, management, rehabilitation, restoration, stabilization, maintenance, or reconstruction of historic properties.

**Public Facility:** The capital improvements and systems of each of the following: multi-modal transportation facilities (e.g. arterial and collector roads, sidewalks, bike paths, trails, and transit infrastructure), stormwater management, potable water, sanitary sewer, solid waste, parks and recreation, library, corrections, emergency medical service, fire service, other City government buildings, public education and public health facilities.

**Public School Concurrency Service Area or “Concurrency Service Area”:** The specific geographic area adopted by local governments, within a school district, in which school concurrency is applied and determined when concurrency is applied on a less than district-wide basis.

**Reconstruction:** The authentic reproduction of a building or site that once existed, but disappeared or was demolished.

**Regional Planning Council (RPC):** Eleven boards that under Florida law, review plan amendments for consistency with the Strategic Regional Policy Plan (SRPP) and coordinates development decisions that affect multiple governments within its jurisdiction (see Chapter 186, Florida Statutes). The City of Boca Raton is within the area reviewed by the Treasure Coast Regional Planning Council (TCRPC).

**Regional Water Supply Plan (RWSP):** A Water Management District’s assessment of projected water demands and potential sources of water to meet demands from 2000 to 2025. The City of Boca Raton’s water supply demands and alternative sources are guided by the SFWMD’s Lower East Coast Regional Water Supply Plan update.

**Rehabilitation:** The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property that are significant to its historical, architectural, and cultural values.

**Resource:** Sites, buildings, structures, objects, districts, and area, public or private, singly or in combination.

**Restoration:** The creation of an authentic reproduction beginning with existing parts of an original object or building.

**Rule 9J-2:** The administrative rule of the Department of Community Affairs that implements Section 380.06, Florida Statutes, developments of regional impact.

**Rule 9J-5:** The section of the Florida Administrative Code that includes further interpretation of the Growth Management Act.

**Rule 9J-11:** The administrative rule of the Department of Community Affairs that implements Section 163.3184, Florida Statutes, regarding comprehensive plan amendments.

**School District:** In Florida, this special-purpose district is created by the state to provide K-12 public education. School districts are funded through state and a required local effort (RLE), which is a levy of

property tax set by the state and levied by the school district board of commissioners. In Florida, this district shares the same physical boundaries as a county.

**Site:** The location of a significant event, activity, building, structure, or archaeological resource where the significance of any existing structures.

**Solid Waste Authority of Palm Beach County (SWA):** The governmental agency responsible for providing an economical and environmentally conscious integrated solid waste management system for Palm Beach County.

**South Florida Water Management District (SFWMD):** A regional governmental agency, guided by Chapter 373, Florida Statutes, responsible for water quality, flood control, water supply and environmental restoration.

**Special District:** Created by the Legislature or a city or county, special districts are classified as dependent or independent according to statutory criteria. Known as special-purpose local governments. (Examples: Boca Raton Beach and Parks District, Lake Worth Drainage District)

**Structure:** A work made up of interdependent and interrelated parts in a definite pattern of organization. Constructed by man, it may be an engineering project large in scale, such as a bridge, wall, gate, or building, or small in scale, such as monuments or fountains.

**Sufficiency:** Sufficiency is the determination by an RPC that the applicant has supplied all of the necessary information in order to assess a proposed development's regional impacts.

**Sunshine Law:** Short-hand for Florida's Open Meetings/Open Records Law; in the Florida Constitution and Chapters 112, 119 and 286, Florida Statutes. ("All meetings are held in the Sunshine.")

**Transportation Concurrency Exception Area:** A designation established pursuant to Section 163.3177(3)(b)(2)(f), that deems an area to have met the transportation concurrency and level of service requirements. The following area transportation concurrency exception areas: (a) a municipality that qualifies as a dense urban land area; (b) an urban service area that has been adopted into the local comprehensive plan and is located within a county that qualifies as a dense urban land area; and (c) a county, including the municipalities, which has a population of at least 900,000 and qualifies as a dense urban area.

**Treasure Coast Regional Planning Council (TCRPC):** The regional planning agency that reviews City of Boca Raton plan amendments for consistency with the Strategic Regional Policy Plan (SRPP).

**Unincorporated:** In Florida, land in a county not within the boundaries of a municipality.

**United States Army Corps of Engineers (USACE):** Responsible for investigating, developing and maintaining the nation's water and related environmental resources.

**United States Department of Housing and Urban Development (HUD):** Federal department committed to helping communities across America identify and overcome regulatory barriers that impede the availability of affordable housing.

**United States Environmental Protection Agency (EPA):** Leads the nation's environmental science, research, education and assessment efforts; protects human health and the environment and works for a cleaner, healthier environment.

**United States Geological Survey (USGS):** Federal source for science about the Earth, its natural and living resources, natural hazards, and the environment.

**Urban Service Area:** A designated area where public facilities and services, including, but not limited to, central water and sewer capacity and already in place or are committed in the first 3 years of the capital improvement schedule.

**Variance:** A development order loosening development standards if a parcel of land has physical characteristics that make it difficult or impossible to develop.

**Vested Rights:** The limited circumstances, as determined by the individual local government, when a property owner may avoid the application of newly adopted comprehensive plan policies or regulations.

**Walkable:** The condition of an area containing pedestrian-friendly streetscapes and human-scaled urban design.

**Water Supply Facilities Work Plan:** A document intended to identify and plan for the water supply sources and facilities needed to serve existing and new development within the local government's jurisdiction. Chapter 163, Part II, F.S., requires local governments to prepare and adopt Work Plans into their comprehensive plans within 18 months after the water management district approves a regional water supply plan or its update. Must be updated every five years.

**Workforce Housing:** Housing that is affordable to natural persons or families whose total household income does not exceed 140 percent of the area median income, adjusted for household size.

**Workshop:** For local governments, a meeting at which issues are discussed without a vote. Under Florida's Sunshine Laws, this is one of the most effective means of publicly discussing public business without taking action, so that all members of the governing body know where one another stands on an issue.

**Zoning Ordinance:** A land development regulation that identifies the allowable use for each piece of property within a community.